

**Mono County LTC
2016 Regional Transportation Improvement Program**

December 15, 2015

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A. OVERVIEW AND SCHEDULE

Section 1. Cover Letter and Executive Summary

Mono County Local Transportation Commission

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Bridgeport, CA 93517
(760) 932-5420 phone, 932-5431 fax
www.monocounty.ca.gov

December 15, 2015

To: Executive Director California Transportation Commission
1120 N. Street, MS 52 Sacramento,
CA 95814

Re: Mono County LTC 2016 Regional Transportation Improvement Program (RTIP)

Dear Will Kempton,

Enclosed for the California Transportation Commission's (CTC) consideration is the adopted Mono County Local Transportation Commission's 2016 Regional Transportation Improvement Program. All projects are consistent with the 2015 Mono County Regional Transportation Plan and CTC State Transportation Improvement Program Guidelines.

The Mono County Local Transportation Commission (MCLTC) continues our commitment to fund State Highway MOU projects. Our commission, along with Inyo County LTC and Kern COG, continues to commit a significant portion of past shares to fund the Olancho-Cartago four-lane expressway project, and Freeman Gulch gap closures which are an MOU projects important to this region.

We have two new programming requests for this RTIP cycle. Eastern Sierra Transit Authority is requesting two replacement vehicles and Planning, Programming and Monitoring funds to continue project development when allocation opportunities improve.

Once again, we appreciate the assistance and guidance provided by your staff, Laurel Janssen, in the preparation of this 2016 RTIP. Please contact Gerry Le Francois at (760) 924-1810 or glefrancois@mono.ca.gov if you have any questions concerning the projects in this submittal.

Sincerely,



Gerry Le Francois, Principal Planner MCLTC

Section 2. General Information

- **Regional Agency Name**
Mono County Local Transportation Commission
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

Regional Agency Website Link: <http://monocounty.ca.gov/ltc>

RTIP document link:

http://monocounty.ca.gov/sites/default/files/fileattachments/local_transportation_commission_ltc/page/339/mono_ltc_2016_rtip.15.2015_0.pdf

RTP link: will be added under Mono County LTC page above

- **Executive Director or Chief Executive Officer Contact Information**

Name Scott Burns
Title Co-Executive Director
Email sburns@mono.ca.gov
Telephone 760.924.1807

- **RTIP Staff Contact Information**

Name	Gerry Le Francois	Title	Principal Planner
Address	PO Box 347		
City/State	Mammoth Lakes, CA		
Zip Code	93546		
Email	glefrancois@mono.ca.gov		
Telephone	760.924.1810	Fax	760.924.1801

Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. The Mono County LTC (MCLTC) adopted the RTP on December 14, 2015 and will scheduled updates every 4 years.

The RTP has been developed through an extensive public participation process utilizing the Regional Planning Advisory Committees, (RPACs), June Lake Citizens Advisory Committee

(CAC), Town of Mammoth Lakes, Eastern Sierra Transit Authority (ESTA), and planning / town hall meetings with other communities throughout Mono County. Finally, the RTP is also the Circulation Element of the Mono County General Plan under Government Code 65302(b).

B. Regional Agency’s Historical and Current Approach to developing the RTIP

We are a recreational area and our local economy is driven in large part by visitation from outside the region. First, the MCLTC has developed this RTIP on an interregional level to increase the safety of our visitors, and to allow for efficient movement of goods and services across all modes of travel. This is accomplished via our continued support and funding of MOU projects with Inyo County LTC, Kern COG, SANBAG, District 9, and the State on the 395 and 14 corridors.

Secondly at the intraregional, this RTIP was developed with a fix it first approach for our local streets and roads, and continues to increase opportunities for bike, pedestrian, and transit services for visitors and area residents.

Section 4. Summary of Prior RTIP Projects

Summary of improvement projects since last RTIP adoption (required per Section 68 of the STIP Guidelines):

Project Name and Location	Description	Summary of Improvements/Benefits
Convict Lake Road (ppno 2604) local roadway in southern Mono County	Match for the Federal Lands Access Program – Rehabilitate 2.75 miles of roadway from US 395 to roadway terminus	Project will rehabilitate 2.75 miles of existing asphalt pavement roads, add a bicycle climbing lane, and replace existing signage and snow poles
Chalfant Streets rehabilitation (ppno 2563) local streets in southern Mono County	Pulverize, recompact, and pave streets within a residential community	Replaces badly deteriorated roadway with improved driving surface
June Lake Streets rehabilitation (ppno 2561) local streets in central Mono County	Reconstruct, pulverize, and recompact existing pavement within residential community	Replaces badly deteriorated roadway with improved driving surface
Meridian Blvd Reconstruction (ppno 2505) in the Town of Mammoth Lakes	Reconstruct roadway, curb, gutter, sidewalks, bicycle lanes, bus turnouts, and storm drainage improvements	This project rehabilitated Meridian Blvd, and expanded pedestrian, bicycle, and transit facilities in addition to increasing vehicle safety
Transit vehicle replacement (ppno 2566 & 2605) countywide	Replacement of Transit vehicles for Eastern Sierra Transit Authority (ESTA)	New transit vehicles provide a safer and more reliable service for transit passengers in the region

Section 5. RTIP Outreach and Participation

Insert dates below – Regional agencies can add rows to the schedule – Rows included below should remain for consistency.

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 27, 2015
Caltrans District 9 identifies State Highway Needs	September 11, 2015
Regional Agency presents draft 2016 RTIP for review by MCLTC	October and November 2015
Regional Agency adopts 2016 RTIP	December 14, 2015
Caltrans submits draft ITIP	October 15, 2015
CTC ITIP Hearing, North	October 28, 2015
CTC ITIP Hearing, South	November 4, 2015
Regions submit RTIP to CTC	December 16, 2015
Caltrans submits ITIP to CTC	December 16, 2015
CTC STIP Hearing Date – North Hearing	January 21, 2016
CTC STIP Hearing Date – South Hearing	January 26, 2016
CTC publishes staff recommendations	February 19, 2016
CTC Adopts 2016 STIP	March 16-17, 2016

B. Public Participation/Project Selection Process

Provide narrative on your agency's public participation process and project selection process for your RTIP in the text field below.

The RTP has been developed through an extensive public participation process utilizing the Regional Planning Advisory Committees, (RPACs), June Lake Citizens Advisory Committee (CAC), Town of Mammoth Lakes, Eastern Sierra Transit Authority (ESTA), and planning / town hall meetings with other communities throughout Mono County. The Mono County RTP is also the Circulation Element of the Mono County General Plan under Government Code 65302(b).

C. Consultation with Caltrans District 9

Caltrans District 9 submitted its priority projects for the 2016 RTIP to MCLTC on September 11, 2015 (attached to this submittal). In addition, the Eastern Sierra Transportation Planning Partnership (ESTPP) met in March, July and August of this year to continue coordination of the regional MOU projects on the 395/14 corridors. Participation of ESTPP usually includes Caltrans District 9, 8, and 6. The staff at District 9 continues to be instrumental in keeping these MOU projects moving forward.

B. 2016 STIP Regional Funding Request

Section 6. 2016 STIP Regional Share and Request for Programming

A. 2016 Regional Fund Share Per 2016 STIP Fund Estimate

There are no programming targets in the 2016 STIP due to lack of new funding capacity.

B. Summary of New Requested Programming – Summary information

Project Name and Location	Project Description	Requested RIP Amount
Planning, Programming and Monitoring	Future project development	\$180k in fy 19-20 and \$180k in fy021-22
Replacement buses for Eastern Sierra Transit Authority (ESTA)	New vehicles for our regional transit provider	\$305k in fy 16-17 and \$315k in fy 17-18

Section 7. Overview of other funding included with delivery of Regional Improvement Program (RIP) projects.

Provide narrative on other funding included with the delivery of projects included in your RTIP.

[Click here to enter text.](#)

Proposed New 2016 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	RSTP/ CMAQ	Fund Source 1	Fund Source 2	Fund Source 3	
Planning, Programming and Monitoring	360						360,000
Replacement buses for Eastern Sierra Transit Authority (ESTA)	620						620,000
							-
All other funding remains unchanged from the 2014 RTIP (see attached sheet on page 7)							-
							-
							-
							-
							-
							-
							-
New Programming Totals	-	-	-	-	-	-	\$980,000

Notes: Prior programming from the 2014 and earlier RTIPs remain unchanged. See attached 2016 RTIP sheet on page 7.

MONO 2016 RTIP				(\$1,000's)															
Agency	Rte	FPNO	Project	Total	not part 16 RTIP					FY Totals					Component Totals				
					Prior	14-15	15-16	16-17	17-18	18-19	19-20	21-22	ROW	Const	PA & ED	PS & E	R/W sup	Con sup	
Caltrans	14	8042A	Kern, 4-lane, Freeman Gulch (RIP 10%), segment 1	4,489	1,380	0	0	3,109	0	0	0	0	0	950	2799	0	250	180	310
Caltrans	14	8042B	Kern, 4-lane, Freeman Gulch (RIP 30%), segment 2	3,258	0	0	975	2,283	0	0	0	0	0	1653	0	0	975	630	0
Caltrans	395	170A	Olancha-Cartago 4-lane arch pre-mitigation (RIP 10%)	500	0	0	0	500	0	0	0	0	0	500	0	0	0	0	0
Caltrans	395	170	Olancha-Cartago 4-lane expressway (RIP 10%)	11,705	1,200	1,655	0	0	0	8,850	0	0	0	1352	8040	687	513	303	810
Caltrans	395	260B	SBd, Rte 15-Farmington, widen (RIP)	2,000	2,000	0	0	0	0	0	0	0	0	0	0	2000	0	0	0
Caltrans	395	8539	Kern, Inyokern 4-lane (RIP 10%)	310	310	0	0	0	0	0	0	0	0	0	0	310	0	0	0
Mammoth Lakes	203	2801	West Minaret Road (SR 203) Sidewalk & Safety Project, phase 2a, 2b, 3	775	0	25	175	575	0	0	0	0	0	125	575	25	50	0	0
Mammoth Lakes	203	2802	North Main St. (SR 203) North main St. Sidewalk and Safety Impr Project Phase 2a	2,150	0	60	2,090	0	0	0	0	0	0	2000	60	90	0	0	
Mammoth Lakes	loc	2595	Meridian Roundabout & signal relocation to Sierra Park	2,610	0	0	0	0	2,610	0	0	0	0	2610	0	0	0	0	
Mono County	loc	2803	Airport Road Rehabilitation Project	1,273	0	0	0	31	52	1,190	0	0	0	1,190	31	52	0	0	
Mono County	loc	2805	County-wide Preventative Maintenance Program	1,150	0	0	50	100	1,000	0	0	0	0	1,000	50	100	0	0	
Mono LTC	loc	2003	Planning, programming, and monitoring	795	0	130	130	175	180	180				795	0	0	0	0	
New 2016 Mono LTC	loc	2003	Planning, programming, and monitoring	360							180	180		360					
Rail and Transit Project Proposals:																			
Mono LTC	bus	2566	Replacement buses, Eastern Sierra Transit Authority (ESTA)	400	0	200	200	0	0	0				400					
New 2016 Mono LTC	bus	2566	Replacement buses, Eastern Sierra Transit Authority (ESTA)	620				305	315					620					
			new 2016 RTIP programming	980															
			STIP shares for 2016 (not much)	0															
			STIP unprogrammed share balance	1925															
			new 2016 RTIP programming	980															
			Total unprogrammed share balance	945															

Section 8. Interregional Improvement Program (ITIP) Funding

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

Prior ITIP funding remains unchanged from 2014 and earlier RTIPs. See attached 2016 RTIP sheet on page 7.

Section 9. Projects Planned Within the Corridor

Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 20 of the STIP Guidelines.

The ITIP funding requests are pre 2106 RTIPs.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines)

Provide an evaluation of system performance and how your RTIP furthers the goals of the region's RTP, and if applicable, your Sustainable Communities Strategy as required per Section 19A of the STIP Guidelines. Each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP level) performance using, as a baseline, the region's existing monitored data. To the extent relevant data and tools are available, the performance measures listed in Table B1 below may be reported.

Regions outside a MPO shall include any of the measures listed in Table B1 (below) that the region currently monitors. A region outside a MPO may request data on these measures relative to the state transportation system in that region.

As an alternative, a region outside a MPO may use the Performance Monitoring Indicators identified in the Rural Counties Task Force's Rural and Small Urban Transportation Planning study dated June 3, 2015. These include: Total Accident Cost, Total Transit Operating Cost per Revenue Mile, Total Distressed Lane Miles, and Land Use Efficiency (total developed land in acres per population).

The evaluation of overall performance shall include a qualitative or quantitative assessment of how effective the RTIP or the ITIP is in addressing or achieving the goals, objectives and standards which correspond to the relevant horizon years within the region's RTP or Caltrans ITSP that covers the 5-year STIP period.

In addition, each region with an adopted sustainable communities strategy (SCS) or Alternate Planning Scenario (APS) shall include a discussion of how the RTIP relates to its SCS or APS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the SCS or APS and also identify any challenges the region is facing in implementing its SCS or APS. In a region served by a multi-county transportation planning organization, the report shall address the portion of the SCS or APS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.

Resource-Efficient Transportation System/Greenhouse Gas Reduction – Mono County RTP

Mono County had developed a Resource Efficiency Plan (REP) in order to identify the most effective and appropriate greenhouse gas (GHG) emissions reduction strategies. The plan includes: 1) a baseline GHG emissions inventory; 2) a GHG emissions forecast and reduction target; 3) policies and programs to achieve the adopted target; and 4) a monitoring program. The REP is incorporated by reference into the RTP; policies and objectives included in the Plan have been included in the policy section of the 2015 RTP.

For example, the programming of two additional buses for ESTA fits nicely with Resource-Efficiency Goal 4 and the following Policy and Objectives:

GOAL 4. IMPROVE CONNECTIVITY AND EFFICIENCY OF RESIDENT AND EMPLOYEE TRANSPORTATION WITHIN THE COUNTY.

Policy 4.A. Provide for viable alternatives to travel in single-occupancy vehicles.

Objective 4.A.1. Work with major employers to offer voluntary incentives and services that increase the use of alternative forms of transportation, particularly transit serving visitors and visitor-serving employees.

Time frame: Within the 10-year short-term time frame of this plan.

Objective 4.A.2. Provide bicycle access to transit services along transit corridors and other routes that may attract bicyclists, such as routes providing access to visitor-serving locations.

Time frame: Within the 10-year short-term time frame of this plan.

Additional information can be provided if so desired.

Use the following table B1 to indicate quantitatively the overall regional level performance of your Regional Transportation Plan (RTP). For regions outside a MPO, a second table B1(a) may be used in addition or as a replacement to B1. Table B1(a) is included on the next page.

Table B1: Evaluation – Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	NA	NA
	Percent of congested VMT (at or below 35 mph)	NA	NA
	Commute mode share (travel to work or school)	NA	NA
Infrastructure Condition	Percent of distressed state highway lane-miles	In process	1 year
	Pavement Condition Index (local streets and roads)	In process	1 year
	Percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below)	In process	1 year
	Percent of transit assets that have surpassed the FTA useful life period	NA	NA
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	NA	NA
Safety	Fatalities and serious injuries per capita	NA	NA
	Fatalities and serious injuries per VMT	NA	NA
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	NA	NA
	Mean commute travel time (to work or school)	NA	NA
Environmental Sustainability	Change in acres of agricultural land	NA	NA
	CO ₂ emissions reduction per capita	NA	NA

Table B1(a) Evaluation: Rural Specific Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled per capita, area, by facility ownership, and/or local vs tourist	NA	NA
	Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)	NA	NA
	Commute mode share (travel to work or school)	NA	NA
Transit	Total operating cost per revenue mile	In process	1 year
Infrastructure Condition	Distressed lane-miles, total and percent, by jurisdiction	In process	1 year
	Pavement Condition Index (local streets and roads)	In process	1 year
Economic Vitality	Total accident cost per capita and VMT	NA	NA
Environmental Sustainability	Land Use Efficiency (total developed land in acres per population)	NA	NA

Part A tables B1 and/or B1(a) are insufficient in indicating how progress toward attaining goals and objectives contained in each RTP is assessed and measured.

Performance Measures in 2015 Mono County RTP

The following performance measures have been identified for the Mono County RTP:

1. Desired Outcome: COST EFFECTIVENESS

Performance Measure: Transit Farebox Recovery Ratio.
Objective: Maintain farebox recovery ratios at or above 10%.
Measurement Data: Monthly farebox recovery ratios for Eastern Sierra Transit Authority.
Performance Indicator: Monthly reports provided by Eastern Sierra Transit Authority.

2. Desired Outcome: CUSTOMER SATISFACTION/CONSENSUS

Performance Measure: Public Participation in Transportation Planning.
Objective: Maintain high levels of public participation in transportation planning process for state and local projects.
Measurement Data: Transportation planning/projects are reviewed by public prior to adoption.
Performance Indicator: Consensus occurs on majority of transportation planning/projects.

3. Desired Outcome: **ENVIRONMENTAL QUALITY**
Performance Measure: Air Quality/Air Emissions.
Objective: Reduce auto emissions in Mammoth Lakes in accordance with the Mammoth Lakes Air Quality Plan and Particulate Emissions Regulations.
Measurement Data: Existing air quality data from GBUAPCD.
Performance Indicator: Air quality data from GBUAPCD.

4. Desired Outcome: **ENVIRONMENTAL QUALITY**
Performance Measure: Environmental Protection and Enhancement.
Objective: Fully analyze environmental impacts, short-term and long-term, of transportation decisions. Avoid or mitigate impacts and implement environmental enhancements where possible.
Measurement Data: Environmental standards in local planning documents.
Performance Indicator: Environmental documentation required to meet state and federal standards is adopted by local planning entities.

5. Desired Outcome: **MOBILITY ON AVIATION SYSTEM**
Performance Measure: Airport Usage Data.
Objective: Expand accessibility to the airports in the county and increase usage at those airports.
Measurement Data: Airport usage data provided by FAA, Mono County Public Works Department, and Town of Mammoth Lakes Public Works Department.
Performance Indicator: Evaluation of the change in airport usage at time of the next RTP update.

6. Desired Outcome: **MOBILITY ON TRANSIT SYSTEMS**
Performance Measure: Ridership.
Objective: Expand ridership on all transit systems (interregional, regional, community, Dial-A-Ride).
Measurement Data: Ridership data provided by transit providers (Eastern Sierra Transit Authority, Yosemite Area Regional Transit system).
Performance Indicator: Evaluation of the change in ridership at time of the next RTP update.

7. Desired Outcome: **MOBILITY/ACCESSIBILITY ON NON-MOTORIZED FACILITIES**
Performance Measure: Mileage of non-motorized facilities and linkages provided between different segments of non-motorized facilities.
Objective: By 2025, the mileage of non-motorized facilities in the county should increase by 10%. Linkages should be developed between non-motorized facilities both within communities and between communities.
Measurement Data: Inventory of non-motorized facilities and linkages.

Performance Indicator: Updated mileage data for non-motorized facilities and linkages between those facilities.

8. Desired Outcome: MAINTAIN EXISTING INFRASTRUCTURE – BRIDGES AND ROADWAYS IN GOOD CONDITION

Performance Measure: Mileage of existing roadways and bridges in good condition under PMS/AMS – Pavement Condition Index

Objective: Roadways that fall below a PASER 5 should be scheduled for Preventative Maintenance System programming .

Measurement Data: Maintain roadways to not less than a PCI rating of five or greater

Performance Indicator: Update all pavement conditions via PMS/AMS every two years.

9. Desired Outcome: LIVABILITY OF LOCAL COMMUNITIES

ECONOMIC WELL-BEING OF LOCAL COMMUNITIES

Performance Measure: Livable community design standards/projects for roads that serve as Main Street in communities.

Objective: Integrate livable community design standards into the transportation planning process and implement livable community design projects.

Measurement Data: Apply for funding to improve livability of communities through the Active Transportation Program and/or other funding sources.

Performance Indicator: Evaluation of number of livable community projects implemented by next update of the RTP.

10. Desired Outcome: SUSTAINABILITY OF LOCAL TRANSPORTATION SYSTEM AND COMMUNITIES

Performance Measure: Resource-efficient design standards/projects for transportation system projects.

Objective: Integrate resource-efficient design standards into the transportation planning process and implement resource-efficient projects.

Measurement Data: Greenhouse gas (ghg) emissions, including indicators such as fuel consumption and vehicle miles traveled.

Performance Indicator: Evaluation of reduction in ghg emissions and/or related indicators compared to the 2010 baseline.

11. Desired Outcome: REDUCE COLLISIONS BETWEEN VEHICLES AND WILDLIFE

Performance Measure: Reduce reported vehicle/wildlife collisions.

Objective: Continue to research methods for reducing Deer-Vehicle Collisions (DVC).

Measurement Data: Apply for funding to implement a demonstration project, and/or incorporate reduction methods into future transportation construction projects.

Performance Indicator: Evaluate number of potential projects during 2019 RTP update process.

12. Desired Outcome: EXTEND MOUNTAIN PASS OPENING / OPERATING PERIODS

Performance Measure: Increase the number of days mountain passes are open to the public for recreation and/or trans-sierra travel.

Objective: Continue to review and catalog the number of calendar days mountain passes and seasonal roads are open to the public, and collaborate with the National Park Service and Caltrans on operating procedures.

Measurement Data: Number of days seasonal roads are open, snowfall data, number of temporary road closures due to winter storms.

Performance Indicator: The number of days seasonal roads are open should show an inverse relationship to snowfall (e.g., with less snowfall, roads should be open longer). Temporary road closures and snowfall should track together (e.g. less snowfall should coincide with fewer temporary closures). Over time, performance improvements would be indicated by an increase in the number of days seasonal roads are open and/or fewer temporary closures for years with similar snowfall amounts.

Section 11. Regional and Statewide Benefits of RTIP

Provide qualitative narrative on the Regional and Statewide benefits of RTIP in text field below.

The qualitative evaluation of how the 2016 RTIP is attaining goals and objectives in the 2015 Regional Transportation Plan is below. This only examines new projects by local agencies, and the attainment of established goals, policies, performance measures, and system performance data (if available) contained in the Regional Transportation Plan.

Qualitative Evaluation of 2016 RTIP

Agency	Project - PPNO	Goal, Policy, Objective in 2015 RTP	Current System Performance (Baseline) = Adopted Performance Measures	Projected Impact of Project
Mono LTC	Replacement Vehicles for Eastern Sierra Transit Authority (ESTA)	Policy – 4.E, Objectives 4.E.1, 4.E.2, 7.A.2, 8.A.3, 8.A.4, and 8.B.4	PM1, PM3, PM6, PM10	Improvement in: PM1, PM3, PM6, PM10

	(2606)			
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D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP

Per Section 19B and Appendices B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

Table B2 Evaluation Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure	Current Level of Performance (Baseline)	Projected Performance Improvement (indicate timeframe)
Congestion Reduction	Reduce Vehicle Miles Traveled	PM1, 6, & 10	Over useful life of new transit vehicle
	Reduce Percent of congested VMT (at or below 35 mph)	NA	NA
	Change in commute mode share (travel to work or school)	NA	NA
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	In process	1 year
	Improve Pavement Condition Index (local streets and roads)	In process	1 year
	Reduce percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below)	In process	1 year
	Reduce percent of transit assets that have surpassed the FTA useful life period	In process	1 year
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).	NA	NA
Safety	Reduce fatalities and serious injuries per capita	NA	NA
	Reduce fatalities and serious injuries per VMT	NA	NA
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	NA	NA
	Reduce mean commute	NA	NA

	travel time (to work or school)		
Environmental Sustainability	Change in acres of agricultural land	NA	NA
	CO ₂ emissions reduction per capita	NA	NA

Section 13. Project Specific Evaluation

Each RTIP shall include a project specific evaluation for each project proposed that addresses the changes to the built environment, including, but limited to the items listed on page 9 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used).

The STIP Guidelines state that this evaluation should be included in the PPRs (Section 15).

Detailed Project Information

Section 14. Overview of projects programmed with RIP funding

Provide summary of projects programmed with RIP funding including maps in the text field below as required per Section 19 of the STIP Guidelines.

The new programming request in the 2016 RTIP are PPM funding of \$360,000 and two transit replacement vehicles in the amount of \$620,000. See PPR requests that are attached.

E. Appendices

Section 15. Projects Programming Request Forms (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section.



09-2566 esta.xlsx

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date:	12/17/15
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
09	T298TD	0914000047	2566			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
MNO				Mono County Local Transportation Commission		
				MPO	Element	
				Non-MPO	MT	
Project Manager/Contact		Phone		E-mail Address		
Gerry Le Francois		(760)924-1810		glefrancois@mono.ca.gov		
Project Title						
Transit Vehicle Replacement						
Location, Project Limits, Description, Scope of Work						
Bus purchases for Eastern Sierra Transit Authority.						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	Mono County Local Transportation Commission					
PS&E	Mono County Local Transportation Commission					
Right of Way	Mono County Local Transportation Commission					
Construction	Mono County Local Transportation Commission					
Purpose and Need						
The purchase of transit vehicles for Eastern Sierra Transit Authority the transit operator for Mono County is necessary to continue safe reliable transit service.						
Project Benefits						
Vehicle replacement provides for a safe and reliable transit service to residents and visitors.						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Complete this page for amendments only

Date: 12/17/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
09	MNO		T298TD	0914000047	2566	

SECTION 1 - All Projects**Project Background**

Vehicle replacement in FY 16/17: 1- Class B bus at \$85,000 and 1 - trolley at \$220,000 Vehicle replacement in FY 17/18: 1- Class C bus at \$90,000 and 1 - trolley at \$225,000

Programming Change Requested

Amend 2016 RTIP to include replacement vehicles for \$305,000 in FY 16/17 and \$315,000 in FY 17/18.

Reason for Proposed Change

To maintain a reliable transit fleet for visitors and area residents.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For TCRP Projects Only**

- Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
- Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Gerry Le Francois		Principal Planner	12/15/2015

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 12/17/15

Additional Information

Resource-Efficient Transportation System/Greenhouse Gas Reduction – Mono County RTP

Mono County had developed a Resource Efficiency Plan (REP) in order to identify the most effective and appropriate greenhouse gas (GHG) emissions reduction strategies. The plan includes: 1) a baseline GHG emissions inventory; 2) a GHG emissions forecast and reduction target; 3) policies and programs to achieve the adopted target; and 4) a monitoring program. The REP is incorporated by reference into the RTP; policies and objectives included in the Plan have been included in the policy section of the 2015 RTP.

For example, the programming of two additional buses for ESTA fits nicely with Resource-Efficiency Goal 4 and the following Policy and Objectives:

GOAL 4. IMPROVE CONNECTIVITY AND EFFICIENCY OF RESIDENT AND EMPLOYEE TRANSPORTATION WITHIN THE COUNTY.

Policy 4.A. Provide for viable alternatives to travel in single-occupancy vehicles.

Objective 4.A.1. Work with major employers to offer voluntary incentives and services that increase the use of alternative forms of transportation, particularly transit serving visitors and visitor-serving employees.

Time frame: Within the 10-year short-term time frame of this plan.

Objective 4.A.2. Provide bicycle access to transit services along transit corridors and other routes that may attract bicyclists, such as routes providing access to visitor-serving locations.

Time frame: Within the 10-year short-term time frame of this plan.

Additional information can be provided if so desired.

ADA Notice

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09-2003 PPM.xlsx

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date:	12/17/15
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
09		0915000057	2003			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
MNO				Mono County Local Transportation Commission		
				MPO	Element	
				Non-MPO	LA	
Project Manager/Contact		Phone		E-mail Address		
Gerry LeFrancois		(760)924-1810		glefrancois@mono.ca.gov		
Project Title						
Planning, Programming and Monitoring						
Location, Project Limits, Description, Scope of Work						
Planning, Programming and Monitoring						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED						
PS&E						
Right of Way						
Construction	Mono County Local Transportation Commission					
Purpose and Need						
Add two addition year of PPM funding for FYs 19/20 & 20/21.						
Project Benefits						
PPM funding allows Mono County LTC to continue the development of future projects for the 2018 and later funding cycles.						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Complete this page for amendments only

Date: 12/17/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
09	MNO			0915000057	2003	

SECTION 1 - All Projects

Project Background

Planning, Programming, and Monitoring funding request in the 2016 RTIP

Programming Change Requested

Add programming request of \$180k in FY 19/20 and \$180k in FY 20/21

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For TCRP Projects Only

- Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
- Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Gerry Le Francois		Principal Planner	12/15/2015

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 12/17/15

Additional Information

[Empty box for Additional Information]

Section 16. 2016 RTIP (new programming requests in red)



6B-3 Mono 2016
RTIP.xlsx

MONO 2016 RTIP

(\$1,000's)

Agency	Rte	PPNO	Project	Total	Prior	not part 16 RTIP		FY Totals					ROW	Component Totals				
						14-15	15-16	16-17	17-18	18-19	19-20	21-22		Const	PA & ED	PS & E	R/W sup	Con sup
Caltrans	14	8042A	Kern, 4-lane, Freeman Gulch (RIP 10%), segment 1	4,489	1,380	0	0	3,109	0	0	0	0	950	2799	0	250	180	310
Caltrans	14	8042B	Kern, 4-lane, Freeman Gulch (RIP 30%), segment 2	3,258	0	0	975	2,283	0	0	0	0	1653	0	0	975	630	0
Caltrans	395	170A	Olancha-Cartago 4-lane arch pre-mitigation (RIP 10%)	500	0	0	0	500	0	0	0	0	500	0	0	0	0	0
Caltrans	395	170	Olancha-Cartago 4-lane expressway (RIP 10%)	11,705	1,200	1,655	0	0	0	8,850	0	0	1352	8040	687	513	303	810
Caltrans	395	260B	SBd, Rte 15-Farmington, widen (RIP)	2,000	2,000	0	0	0	0	0	0	0	0	0	2000	0	0	0
Caltrans	395	8539	Kern, Inyokern 4-lane (RIP 10%)	310	310	0	0	0	0	0	0	0	0	0	310	0	0	0
Mammoth Lakes	203	2601	West Minaret Road (SR 203) Sidewalk & Safety Project, phase 2a, 2b, 3	775	0	25	175	575	0	0	0	0	125	575	25	50	0	0
Mammoth Lakes	203	2602	North Main St. (SR 203) North main St. Sidewalk and Safety Impr Project Phase 2a	2,150	0	60	2,090	0	0	0	0	0	0	2000	60	90	0	0
Mammoth Lakes	loc	2595	Meridian Roundabout & signal relocation to Sierra Park	2,610	0	0	0	0	2,610	0	0	0	0	2610	0	0	0	0
Mono County	loc	2603	Airport Road Rehabilitation Project	1,273	0	0	0	31	52	1,190	0	0	0	1,190	31	52	0	0
Mono County	loc	2605	County-wide Preventative Maintenance Program	1,150	0	0	50	100	1,000	0	0	0	0	1,000	50	100	0	0
Mono LTC	loc	2003	Planning, programming, and monitoring	795	0	130	130	175	180	180				795	0	0	0	0
New 2016	Mono LTC	loc	2003	Planning, programming, and monitoring	360								180	180	360			
Rail and Transit Project Proposals:																		
Mono LTC	bus	2566	Replacement buses, Eastern Sierra Transit Authority (ESTA)	400	0	200	200	0	0	0				400				
New 2016	Mono LTC	bus	2566	Replacement buses, Eastern Sierra Transit Authority (ESTA)	620			305	315					620				
new 2016 RTIP programming				980														
STIP shares for 2016 (not much)				0														
STIP unprogrammed share balance				1925														
new 2016 RTIP programming				980														
Total unprogrammed share balance				945														

Section 17. Adopting RTIP Resolution 15-10



2016 RTIP adoption
reso 15-10.pdf

RESOLUTION R15-10
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
ADOPTING THE 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

WHEREAS, the Mono County Regional Transportation Improvement Program is a multi-modal listing of capital improvement projects for which the Mono County Local Transportation Commission has programmed as priority projects for our region; and

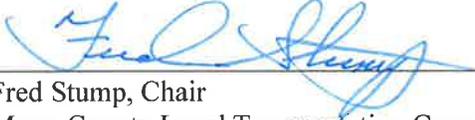
WHEREAS, two new projects are programmed in the 2016 RTIP with input from Mono County, the Town of Mammoth Lakes, Caltrans District 9, Inyo County LTC, and Kern Council of Governments; and

WHEREAS, the projects identified in the 2016 Regional Transportation Improvement Program are consistent with the 2016 STIP guidelines established by the California Transportation Commission and the 2015 Regional Transportation Plan.

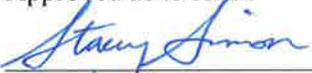
NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission hereby adopts the 2016 Regional Transportation Improvement Program.

PASSED AND ADOPTED this 14th day of December 2015, by the following vote:

Ayes: Tim Fesko, Sandy Hogan, Dan Holler (for Shields Richardson), Larry Johnston, Fred Stump, John Wentworth
Noes: None
Abstains: None
Absent: None



Fred Stump, Chair
Mono County Local Transportation Commission

Approved as to form:


Stacey Simon, Assistant County Counsel

ATTEST:


CD Ritter, Secretary

Section 18. Documentation of Coordination with Caltrans District



Dist 9 letter on STIP
priorities 09.11.2015.

DEPARTMENT OF TRANSPORTATION

DISTRICT 9

500 SOUTH MAIN STREET

BISHOP, CA 93514

PHONE (760) 872-0602

FAX (760) 872-5225

TTY 711

www.dot.ca.gov

RECEIVED

SEP 10 2015

MONO COUNTY
Community Development*Serious drought.
Help save water!*

September 11, 2015

Mr. Scott Burns
Co-Executive Director
Mono County Local Transportation Commission
P.O. Box 347
Mammoth Lakes, CA 93546

Dear Mr. Burns:

To effectively plan for the transportation needs of Mono County and the eastern Sierra region, and as provided in the 2016 State Transportation Improvement Program Guidelines, I am submitting to the Mono County Local Transportation Commission (LTC) the following transportation projects that are either fully programmed, partially programmed, or represent future needs:

- Olancha/Cartago 4-Lane, Iny-395-30.8/41.8, PPNO: 0170, 0170A
- Freeman Gulch Widening Segment 1, Ker-14-58.3/62.3, PPNO: 8042A
- Freeman Gulch Widening Segment 2, Ker-14-53.0/58.3, PPNO: 8042B
- Freeman Gulch Widening Segment 3, Ker-14-45.9/53.0, PPNO: 8042
- Inyokern 4-Lane, Ker-395-R13.9/30.6, PPNO: 8539

These projects will provide great benefits to users of Mono County's transportation facilities. Therefore, we recommend including these projects in your Regional Transportation Plan and in your Regional Transportation Improvement Program (RTIP).

Cooperation between the Mono LTC, Inyo LTC, Kern Council of Governments, and Caltrans has enabled us to fund major projects that benefit Mono County and the region. I look forward to continuing to work with you to implement priority transportation projects.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brent L. Green".

BRENT L. GREEN
District 9 Director